TENTH REPORT
STANDING COMMITTEE ON RAILWAYS
(1994-95)

(TENTH LOK SABHA)

MINISTRY OF RAILWAYS (RAILWAY BOARD)
'SUBURBAN RAILWAYS'

Action taken by the Government on the recommendations contained in the Fifth Report of the Standing Committee on Railways (1993-94) (Tenth Lok Sabha)

Presented to Lok Sabha on [illegible] 1994
Laid in Rajya Sabha on [illegible] 1994

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NEW DELHI

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CORRIGENDA
TO
TENTH REPORT OF THE STANDING COMMITTEE ON RAILWAYS ON 'SUBURBAN RAILWAYS'

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3. Shri R.C. Gupta — *Under Secretary*

INTRODUCTION

I, the Chairman of the Standing Committee on Railways (1994-95) having been authorised by the Committee to submit Report on their behalf, present this 10th Report on Action Taken by Government on the recommendations/observations contained in the Fifth Report of the Standing Committee on Railways (1993-94) (Tenth Lok Sabha) on 'Suburban Railways'.

2. The Fifth Report was presented to Lok Sabha on 23 February, 1994 and contained 11 observations and recommendations. The Government furnished their replies indicating action taken on the recommendations/observations contained in that Report on 5 July, 1994.

3. The Committee considered and adopted the Report at their sitting held on 15th September, 1994.

4. An analysis of the Action taken by the Government on recommendations/observations contained in the Fifth Report (Tenth Lok Sabha) of the Committee is given in Appendix II.

NEW DELHI;
September, 1994

Asvina, 1916 (Saka)

SOMNATH CHATTERJEE,
Chairman,
Standing Committee on Railways.

CHAPTER I

REPORT

The Report of the Committee deals with the action taken by Government on the recommendations contained in their Fifth Report on Suburban Railways presented to Lok Sabha on 23.2.1994.

2. Action Taken notes have been received from Government in respect of all 11 recommendations contained in the Report. These have been categorised as follows:—

(i) Recommendations which have been accepted by the Government— Para Nos. 35, 36, 37, 39, 41

(ii) Recommendations which the Committee do not desire to pursue in view of Government's reply—Para No. 33

(iii) Recommendations in respect of which replies of the Government have not been accepted by the Committee—Para Nos. 32, 34, 38, 40, 42

(iv) Recommendations in respect of which final replies of the Government are still awaited—Nil.

3. The Committee will now deal with the action taken by Government on some of the recommendations.

4. *Separate Allocation for Suburban Railways (Para 32)*

The Committee in paragraph 32 of the Report, had stated:—

> "The Committee observe that the Western Railways Suburban Sector is showing profits for the last three years. However, Central Railway, Eastern Railway, South-Eastern Railway and Southern Railway are showing continuous operational losses on the Suburban sector. The losses on Central Railway sector have shown a declining trend during the last three years, while the losses on the other railways are showing an upward trend. The Committee feel that Suburban traffic which consists of mainly factory workers, office goers etc. is playing vital role in the economic activities of the cities and industries located in the suburban areas and thus contributing to the economic development of the country deserve a better deal from the Railways. The Committee are of the view that for this the Planning Commission should consider making a separate allocation for the Suburban Railways and the suburban services may be subsidised more as is the case in several foreign countries."

5. The Ministry of Railways have, in their Action Taken Note dated 5th July, 1994 stated:

"It may not be desirable to have separate budgetary allocation from Planning Commission for the Suburban services. Total available funds remaining the same, the separation is likely to lead to distortions in the overall integrated development of all the segments of rail transport sector. The Committee is requested to re-consider the recommendation."

6. The Committee are not satisfied with the reply of the Government. They fail to understand how separate budgetary allocation for suburban services would lead to distortions in the overall integreted development of all segments of rail transport sector. The Committee are afraid that the Ministry of Railways have furnished their reply without any dialogue on the subject with the Planning Commission. They, therefore, desire that the Railways should inform the Committee the precise difficulties expected to be encountered by them, if separate allocation is made for suburban services.

7. *Nodal Agency for Suburban Railways (Para 34)*

In regard to transfer of nodal agency for Suburban Railways from Ministry of Railways to Ministry of Urban Development, the Committee had observed that the question of nodal agency which has been transferred to Urban Development Ministry should be reviewed in the light of the experience gained during the past years and if found necessary, should be reverted to Ministry of Railways to cater to the needs of suburban traffic more effectively. The Study Group of the Committee did not accept Ministry of Railways arguement that they did not consider it necessary to transfer the subject back to them nor the opinion that the existing arrangement was not detrimental to the Commuters.

8. In Action Taken Note dated 5th July, 1994, the Ministry of Railways have stated:

"Transport demand of suburban traffic is generated on account of urbanisation of cities. Urban Development Ministry is controlling all aspects of urbanisation including land use. Therefore, Ministry of Urban Development is in the best position to plan for urbanisation taking into account the requirment of all the infrastructure, transport being only one segment. It is also best suited to cater to the fund requirement for the transport infrastructure by way of levy from the beneficiaries of urbanisation. In view of above the Committee is requested to reconsider the suggestion.

9. The Committee are not convinced with the reply of the Government. Admittedly, the Ministry of Urban Development is the best judge to plan for urbanisation taking into account the requirement of all the infrastructure. The Committee are of the firm view that the planning for rail based transport system being highly specialised one can only be done by the Ministry of Railways. Undoubtedly, the Railways have the best technical knowhow to formulate any scheme about rail transport taking into account the available infrastructure, feasibility of the scheme etc. for treating the area particularly up to a distance of 150 km, from the city of Bombay as its

suburb. The Committee are of the view that if such schemes are implemented by the Ministry of Railways much of the delays concomitant with the execution of the schemes and consequent cost escalations could be avoided. They are therefore, of the considered view that the nodal agency of suburban Railways should be transferred back to the Ministry of Railways.

10. *Ticketless travel in Suburban Trains (Para 35)*

As there had been drop in suburban traffic in 1992-93, the Committee had, in para 35 of their Report, observed :

"There could not be such a drop in suburban traffic when it is patently seen that overcrowding in Suburban trains has increased. The Committee feel that the suburban traffic as being determined from the number of tickets sold does not appear to give correct figures. Evidently the ticketless travel on the suburban railways has increased. The Committee are of the view that some stringent steps should be taken to check ticketless travel to plug the revenue losses. In this regard they feel that arrangement for issuing tickets at various stations are inadequate. There is a need to open more ticket issuing windows at suburban railway stations to reduce waiting period for buying tickets. Also there is need for making arrangements for issuing tickets at more suburban Railway Stations and at city centres. The Committee recommend that arrangement for issuing tickets at various stations where tickets are presently not issued such as, Goregaon on Bombay (Diva)-Roha-Veer lines should be made on priority basis to reduce ticketless travel."

11. The Ministry in their Action Taken Note have stated:

"The observations made by the Committee are noted. In order to avoid ticketless travel and to eliminate this malaise intensive ticket checking is conducted by the Railways round the year. During the year 1993-94, the overall ticket checking performance registered an increase of about 27.8% in terms of the number of the cases detected.

The Recommendation to open more number of counters for issue of tickets is accepted and all efforts will be made to provide more counters depending upon the volume of traffic at individual stations. Where the prospect of sale of tickets is rather low, which does not justify posting of Railway booking clerk, halt contractors are appointed on commission basis. Recently at Goregaon Road, a halt station on Roha-Veer section of Konkan Railway, a contractor has been appointed and tickets are being issued."

12. **Keeping in view the high incidence of ticketless travel in suburban trains leading to big revenue loss, the Committee feel that checking against ticketless travel needs to be further intensified. They would like to know the efforts so far made by the Railways to open more ticket counters/other arrangements made for issuing tickets at stations where at present no such facility exists.**

13. *Overcrowding in Suburban Trains (Para 36)*

The Study Group of the Committee during their visit to Suburban Railways had observed that there was overcrowding in suburban trains and congestion in Railway routes especially during peak hours. The Committee recommended that Railways should consider increasing the number of rakes in EMU locals as a short-term measure. They also stressed that Railways should also explore the possibilities of laying new lines and lay as many new lines as possible to reduce rail route congestion. Efforts should also be made to make optimum use of the alternative routes to decongest existing routes. The Committee felt that by doing so the Railways would be able to cater to more areas and more passengers.

14. In this connection the Ministry of Railways in their reply have stated:

> "The Committee's recommendation to increase the number of rakes in EMU locals is accepted.
>
> The Committee's recommendation to explore the possibilities of laying new lines and lay as many new lines as possible and to make optimum use of alternative routes is accepted in principle."

15. The Committee would like to know the exercise undertaken by the Railways in exploring the possibilities of laying more lines/opening new lines where infrastructural facilities are already available and to make optimum use of alternative routes such as :

(i) Bombay-Veer
(ii) Thal-Vaishat (RCF) Bombay
(iii) J.N. Port (Nora Shera)-Bombay
(iv) Bombay-Karjat-Khopali and
(v) Bombay-Vasai-Bhiwandi.

Coupled with immediate linking of Panvel with Karjat thereby shortening considerable the distance between Bombay and Pune (and beyond). They would also like to know the number of EMUs increased to ease congestion on busy sections in the three suburban cities.

16. *Punctuality in Suburban Trains (Para 38)*

The Committee were unhappy to find that punctuality in running of suburban Railways was not adhered to resulting in great inconvenience to daily commuters and consequent overcrowding of suburban trains. The Committee felt that there was an urgent need to maintain time schedule of running suburban trains. They desired the Ministry of Railways to pursue the matter with State Governments for replacing level crossing with ROB/RUBs so as to avoid slowing down of trains at the level crossing and also chalk out a more workable and meaningful new time table for suburban trains in consultation with commuters' associations etc.

17. The Ministry in their Action Taken Reply have stated that all efforts are made for running of suburban trains as per their schedules. The punctuality of suburban trains during the last 2 years has been as follows:—

	1992-93 (%)	1993-94 (%)
Bombay	93.4	90.6
Calcuta	95.9	96.6
Madras	99.0	98.7

It has also been stated that the suggestions of commuters as indicated by Commuter Associations are taken into account before revision of time table, introduction of new services etc.

As regards replacement of level crossings with ROB/RUBs it has been stated:

"The recommendation is accepted. The matter will be pursued."

18. The Committee feel concerned to note that punctuality of suburban trains in Bombay instead of improving has fallen sharply from 93.4% in 1992-93 to 90.6% in 1993-94. There is also a slight fall in Madras from 99.0% in 1992-93 to 98.7% in 1993-94 while there has been marginal improvement in Calcutta Suburban service.

The Committee desire that Railways should make concerted efforts to strictly adhere to the time schedules in running of suburban trains. To achieve that end the Committee would like the Railways to identify the causes for late running of each suburban train and fix responsibility of the concerned Railway Officers in case of any laxity on their part and take appropriate action against them.

19. *Special compartment for handicapped and pregnant lady commuters (Para 39)*

The Committee felt that some more consideration should be shown to handicaped and pregnant lady commuters. They desired that the Railways should consider reserving a compartment in a coach for handicapped and pregnant ladies.

20. To this, the Ministry of Railways in their reply have stated:—

"The recommendation of the Committee has been examined in detail. There is heavy overcrowding in the suburban trains running in the Bombay area and demands are received for running more trains to meet the requirements of the commuters. As such, earmarking of any accommodation for the handicapped and pregnant ladies would further deplete the available general accommodation causing inconvenience to the bulk of passengers. However, for blind and severely handicapped commuters, Western Railway has, as an experimental measure, earmarked separate accommodation in the suburban trains for handicapped persons. As far as pregnant ladies

are concerned, they can travel in the accommodation available for the ladies on an exclusive basis on suburban trains.

21. Based on the experience gained in providing separate accommodation for handicaped persons in Western Railway, the Committee hope that such accommodation would also be provided in other suburban trains.

22. *Redressal of Complaints/Grievances of the Commuters (Para 40)*

In the opinion of the Committee there was a need for better maintenance of Suburban trains and platforms and the Railways should give more consideration to cleanliness of railway trains and platforms and to the facilities being provided to passengers. They felt that there was no effective mechanism for redressal of complaints/grievances of the commuters. The Committee suggested that a separate cell should be constituted for prompt disposal of complaints of the commuters in each of the Metropolitan cities and suggestions of the Commuters Association might to given due consideration by the Railways.

23. The Ministry in their Action Taken Note have stated:—

"Regular schedules have been laid down for the maintenance of the Suburban trains and platforms are also maintained on a regular basis. Adequate arrangements have been made for the cleanliness of the trains and platforms. Regular inspections to monitor cleanliness are conducted by inspectors as well as Officers. Complaint Books have been provided with ASM at the stations and with guards of the train where passengers can lodge their complaints. Officers of the Commercial Department attend to the complaints and grievances of the commuters as also others and this Cell is headed by ADRM in the Division and by AGM in the Headquarters. The Suburban Consultative Committees also have been constituted representing Suburban Passengers and other interests to redress the grievances of the Suburban commuters. Moreover, representation to the Passengers Association is also given in the DRUCCs/ZRUCCs."

24. The Committee feel that the above arrangements for redressal of complaints of commuters though sound impressive, yet are followed more in breach than in observance. They therefore, reiterate their earlier recommendation that a separate cell be constituted for prompt disposal of the complaints from the commuters.

25. *Improvement in Suburban Services (Para 42)*

Giving suggestions for improving suburban services in three cities, the Committee had observed:—

"During the visit of the Study Groups of the Committee to Calcutta, Madras and Bombay, they heard the views and suggestions of the MPs, MLAs, and local representatives. Specific suggestions/views given by them are dealt with in paras 12, 13, and 14 of the Report. The Committee consider that the suggestions/views are very important and require critical examination for implementation. They would like the Ministry of Railways

to examine each of these suggestions and undertake a serious study about the implementation of these suggestions *vis-a-vis* the availability of funds and try to implement them to ensure smooth running of suburban trains giving more comforts to passengers and also ease the over-crowding in suburban trains. Keeping in view the fast expansion of suburban cities more specially Bombay, suggestions given at Para 14 of this Report need serious consideration for implementation.

26. The recommendations of the Committee and the action taken by the Ministry of Railways on various suggestions contained in paras 12, 13 and 14 of the Report have been reproduced in Chapter-4.

27. In reply to the suggestions given by the Committee in para 12, the Ministry of Railways have *inter-alia* stated that EMU locals are running upto Midnapur and the Kharagpur-Jhargram section cannot handle the existing 12' wide EMU stock due to technical reasons. It has been further stated that a new EMU stock has been designed for this Sector and the trials are under progress. Proposal for third line between Panskura-Kharagpur section, doubling of Habra-Bongaon Section, running of suburban trains between Sealdah-Kharagpur were still under their consideration. In regard to Howrah-Amta line, the Ministry have stated that work on this line was frozen in 1987-88 owing to acute constraint of resources. However, owing to developments in the last five years in the area, the South-Eastern Railways has been asked to carry out a reappraisal of costs and traffic potential to consider resumption of work on Bergachia-Mushirhat Sector of the Howrah-Amta line. The work on Howrah-Sheakhala Section could not progress for want of funds and that the electrification of Bandel-Katwa Section has already been sanctioned where work is in progress.

In regard to completion of Majerhat-Princepghat Section, the Ministry have stated that the proposal after its formulation would be processed through Ministry of Urban Development and Planning Commission for allocation of necessary funds.

28. The Committee need hardly emphasise that an early decision may be taken on various proposals under consideration of the Government. Electrification on Bandel-Katwa Section needs to be completed expeditiously. The Committee are distressed to find that the Railways are now carrying out a survey/re-appraisal of costs and traffic potential for resumption of work on Bargachia-Mushirhat Sector on Howrah-Amta line frozen in 1987-88 and Howrah-Sheakhala line which according to the Ministry could not be taken up owing to constraint of resources. As freezing of work and re-appraisal has already resulted in considerable avoidable delay, the Committee recommend that the work on these projects should be taken up without any further delay.

29. In reply to the suggestion of the Committee given in Para 13 for more corridors to ease over-crowding in Madras, the Ministry have stated that "a techno-economic survey will be conducted for constructing 3rd and 4th lines beyond Tiruvallur and Pattabhiram and towards Arakkonam and the proposal for provision of a 3rd line between Attipattu-Dasin Bridge is under survey."

30. The Committee desire that the techno-economic survey should be completed without any further delay and work started on these projects in right earnest.

31. In reply to a specific suggestion of the Committee regarding electrification of Karjat-Khopoli line the Ministry of Railways have stated that it was under their consideration and for linking Panvel-Karjat land acquisition was in progress. The Committee would like to know the date by which electrification of Karjat-Khopoli line would be completed. They would also like to know in detail the efforts made to complete the land acquisition proceeding for linking Panvel-Karjat as the linkage shall shorten the Bombay and Pune (and beyond) route and whether any help has also been sought from any of the elected representatives in this regard.

CHAPTER II

RECOMMENDATIONS AND OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Recommendation (Para 35)

The Committee note that the information furnished by the Ministry that there has been drop in the suburban passenger traffic in 1992-93. The Committee are not inclined to agree with this contention of Railways. There could not be such a drop in suburban traffic when it is patently seen that overcrowding in suburban trains has increased. The Committee feel that the suburban traffic as being determined from the number of tickets sold does not appear to give correct figures. Evidently the ticketless travel on the suburban railways has increased. The Committee are of the view that some stringent steps should be taken to check ticketless travel to plug the revenue losses. In this regard they feel that arrangements for issuing tickets at various stations are inadequate. There is a need to open more ticket issuing windows at suburban railway stations to reduce waiting period for buying tickets. Also there is need for making arrangements for issuing tickets at more Suburban Railway Stations and at city centres. The Committee recommend that arrangements for issuing tickets at various stations where tickets are presently not issued such as, Goregaon on Bombay (Diva)-Roha-Veer lines should be made on priority basis to reduce ticketless travel.

Reply of the Government

The observations made by the Committee are noted. In order to avoid ticketless travel and to eliminate this malaise, intensive ticket checking is conducted by the Railways round the year. During the year 1993-94, the overall ticket checking performance registered an increase of about 27.8% in terms of the number of the cases detected.

The recommendation to open more number of counters for issue of tickets is accepted and all efforts will be made to improvide more counters depending upon the volume of traffic at individual stations.

Where the prospect of sale of tickets is rather low, which does not justify posting of Railway booking clerk, halt contractors are appointed on commission basis. Recently at Goregaon Road, a halt station on Roha-Veer section of Konkan Railway, a contractor has been appointed and tickets are being issued.

[Ministry of Railways (Railway Board) D.O. No. 94, SCR-X/Vth (SR) Dt. 5.7.94]

Comments of the Committee

(Please *see* paragraph 12 of Chapter I of the Report)

Recommendation (Para 36)

The Study Group of the Committee during the visit to Suburban Railways observed that there is overcrowding in suburban trains and congestion in Railway routes especially during peak hours. The Committee recommend that Railways should consider increasing the number of rakes in EMU locals as a short term measure. The Railways should also explore the possibilities of laying new lines and lay as many new lines as possible to reduce rail route congestion. Efforts should also be made to make optimum use of the alternative routes to decongest existing routes. The Committee feel that by doing so the Railways would be able to cater to more areas and more passengers.

Reply of the Government

The Committee's recommendation to increase the number of rakes in EMU locals is accepted.

The Committee's recommendation to explore the possibilities of laying new lines and lay as many new lines as possible and to make optimum use of alternative routes is accepted, in principle.

[Ministry of Railways (Railway Board) D.O. No. 94—SCR X/Vth (SR) dt. 5.7.94]

Comments of the Committee

(Please see paragraph 15 of the Chapter I of the Report)

Recommendation (Para 37)

The Committee feel that reducing the headway between two successive trains from 5 minutes to 4 minutes and finally to 3 minutes (under proposal of Ministry of Railways) to ease overcrowding might lead to operational and other problems. Priority should therefore be given to diversification and opening of new lines/new routes. The Committee feel that wherever there is a railway line in suburban area catering only to goods traffic with some investments the passenger service can also be introduced, thus getting the optimum use of the infrastructure.

The Committee recommend that any line from the metropolitan at a distance of within 150 kms. should be regarded as suburban line in order to keep pace with fast developing metropolitan area and due weightage should be given to such lines. New-line projects which also come under suburban sphere/area may be given due priority in implementation of the scheme.

Reply of the Government

The recommendation of the Committee to open new lines/new routes to diversify the commuter traffic depending upon the justification thereof, is accepted. The recommendation to utilise railway lines in suburban area catering only to goods, traffic for passengers services is accepted. Feasibility Studies for such lines will be conducted and appropriate action will be taken.

The Committee has also recommended treating all railway lines within 150 km. of the metropolitan city as suburban line and due weightage/ priority to be given to such lines. This recommendation is accepted, subject to traffic justification. Geographical layout and transportation needs being different for different cities, weightage/priority will be decided on case to case basis.

[Ministry of Railways (Railway Board) D.O. No. 94—SCR—X/Vth (SR) dt. 5.7.94]

Recommendation (Para 39)

The Committee feel that some more consideration should be shown to handicapped and pregnant ladies commuters. The Railways should consider reserving a compartment in a coach for handicapped and pregnant ladies.

Reply of the Government

The recommendation of the Committee has been examined in detail. There is heavy overcrowding in the suburban trains running in the Bombay area and demands are received for running more trains to meet the requirements of the commuters. As such, earmarking of any accommodation for the handicapped and pregnant ladies would further deplete the available general accommodation causing inconvenience to the bulk of passengers. However, for blind and severely handicapped commuters, Western Railway has as an experimental measure, earmarked separate accommodation in the suburban trains for handicapped persons.

As far as pregnant ladies are concerned they can travel in the accommodation available for the ladies on an exclusive basis on suburban trains.

[Ministry of Railways (Railway Board) D.O. No. 94—SCR—X/Vth (SR) dt. 5.7.94]

Comments of the Committee

(Please see paragraph 21 of Chapter I of the Report)

Recommendation (Para 41)

The Committee observe that in certain suburban sections in Western Railway, such as Borivli-Virar Section, trains carry 4,200 commuters per train in peak hours against seating capacity of 880 and standing capacity of 880 *i.e.*, 1760 per train. Crowding is so heavy that there are about 10 passengers to a square metre. The Committee recommend that top priority should be given to increase the lines/rakes in such crowded sections like Borivli-Virar section. They also recommend that more suburban trains should be introduced in such busy section.

Reply of the Government

The recommendation is accepted. 7 pairs of EMU trains between Borivli-Virar and 2 pairs between Virar-Dadar have been introduced w.e.f. 31.3.94. [besides, 8 EMU trains have been introduced in Western Railway including 2 on Borivli Vihar section w.e.f. 15.8.94.

[Ministry of Railways (Railway Board) D.O. No. 94—SCR—X/Vth (SR) dt 5.7.94 and 94—SCR—X/12 (SR) dt. 17.10.94]

CHAPTER III

RECOMMENDATIONS AND OBSERVATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN THE LIGHT OF THE REPLIES RECEIVED FROM THE GOVERNMENT

Recommendation (Para 33)

There has been substantial increase in suburban fares and season ticket rates during the last three years. The increase is going beyond the reach of daily commuters. The ticketless travel is increasing with the result the yield from fare increase is not proportionately increasing and causing a lot of discontentment among daily commuters. The Committee, therefore, feel that before enhancing suburban fare and season ticket charges, Railways may have a dialogue with various commuters associations with a view to assess their ability to pay and as far as possible increase in suburban fares and season tickets should be avoided. Further they would like Railways to bring down suburban rail fares comparable to bus fares, particularly for the short distance.

Reply of the Government

The observations of the Committee on the increase in the suburban fares and increase in ticketless travel have been noted.

The recommendations made in the above paragraph have been examined. It is submitted that Railways are suffering continuous losses in running suburban EMU services. In the years 1990-91, 1991-92, 1992-93 the losses have been of the order of Rs. 207.31 crores, Rs. 212.69 crores and Rs. 215.67 crores respectively. The cost of operation is increasing every year with the result that losses are also increasing. As far as the passenger services are concerned, the average rate realised per passenger km is much less than the average cost incurred per passenger km. A statement indicating the average cost incurred per passenger km *vis-a-vis* the average rate realised per passenger km for the last ten years is given below:—

Year	Cost per km (Paise)	Rate per km (sub) (paise)	Rate per km (S+NS) (paise)
1	2	3	4
1983-84	10.39	3.68	6.06
1984-85	11.94	3.85	6.43
1985-86	12.59	4.44	7.15
1986-87	13.60	4.59	7.56
1987-88	14.55	4.62	7.64

1	2	3	4
1988-89	16.23	5.51	9.30
1989-90	17.87	5.54	9.49
1990-91	18.63	5.99	10.6
1991-92	19.29	6.49	11.70
1992-93	22.84	8.44	14.4
ESTIMATE			
1993-94	25.12	9.07	16.5

The above figures also indicate that there is a big gap between the average rate realised on suburban traffic and all passenger traffic. The suburban commuters mostly travel on season tickets and the season ticket fares are much cheaper than the single journey ticket fares. A MST holder pays fares equivalent to 9-23 single journey fares approximately, as in the current year, while they can make any number of trips within the validity period. Assuming that a passenger makes about 50 journeys in a month approximately the rate per journey at 5 km distance is 70 paise and at a distance of 150 kms only Rs. 4.60. While Railways provide the facility of Monthly Season Tickets and Quarterly Season Tickets at a concessional rate to the daily commuters, such facilities are generally not available in the sector of road transport and because of this factor normally bus fares are higher than season ticket fares. If the Railways are required to adjust the fares to the level of road transport, this will result in an upward revision of season ticket fares by a considerable measure. The recommendation of the Committee to bring down suburban rail fares comparable to bus fares will therefore not be practicable. Even the Second Class (Ord.) single journey ticket fares which is very often exempted from fare hike for short distances, cannot be brought down as bus fares of different States are not uniform.

Keeping in view the low rates per journey for season tickets, various expert committees appointed in the past to examine the railway fare and freight structure, have examined the season ticket fares and made their recommendations. The Railway Reforms Committee (1985), The Rail Tariff Enquiry Committee (1979)—the High-Powered Committee on Social Burden (1979) and the Railway fare and Freight Committee (1993) have recommended to increase the fares of season tickets so that a MST holder pays for more number of journeys. Keeping the interests of suburban rail passengers in view, the Railways have not implemented these recommendations fully.

As the suburban commuters are presently able to travel by rail at a much cheaper rate than the single journey passengers and the bus passengers, it is not likely that they will agree to any upward revision of fares and as a result this Ministry foresees no meaningful result coming out from entering into a dialogue with the commuters to assess their ability to pay.

As regards ticketless travel, a statement showing the performance of ticket checking organisation during the year 1993-94 as compared to 1992-93 is enclosed. From this statement it can be seen that the performance of ticket checking organisation has been satisfactory during 1993-94 and the earnings from ticket checking is higher by 30.9 percent as compared to last year. Similarly, the number of checks conducted are also higher by 8.7 per cent and the number of persons apprehended travelling without ticket has gone up by 27.8 per cent compared to the last year. This will show that the Railways are fully alive to the problem of ticketless travel.

[Ministry of Railways (Railway Board) D.O. No. 94-SCR-X/Vth (SR) dt. 5.7.94]

Statement showing the results of the ticket checking drives during the period 1.4.93 to 31.3.94 as compared to the corresponding period of last year.

		During the period		Percentage increase or decrease during the period 1.4.93 to 31.3.94 when compared to the corresponding period of last year
		1.4.92 to 31.3.93	1.4.93 to 31.3.94	
1.	No. of checks conducted	6,94,358	7,55,039	(+) 8.7
2.	No. of persons detected travelling without ticket or with improper ticket	37,92,770	48,47,030	(+) 27.8
3.	Amount of railway dues realised (in Rs.)	32,25,43,179	42,23,01,039	(+) 30.9
4.	No. of unbooked luggage cases detected	24,48,674	26,47,028	(+) 8.1
5.	Amounts realised from unbooked luggage cases (in Rs.)	9,68,65,825	10,48,85,789	(+) 8.3
6.	Total number of cases detected (items 2&4)	62,41,444	74,94,058	(+) 20.1
7.	Total amount realised (items 3&5) (in Rs.)	41,94,09,004	52,71,86,828	(+) 25.7
8.	No. of persons prosecuted	1,70,620	1,77,586	(+) 4.1
9.	No. of persons jailed	75,408	76,380	(+) 1.3
10.	Amount of judicial fine realised (in Rs.)	82,19,791	95,02,574	(+) 15.6

CHAPTER IV

RECOMMENDATIONS AND OBSERVATIONS IN RESPECT OF WHICH REPLIES OF GOVERNMENT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

Recommendation (Para 32)

The Committee observed that the Western Railway Suburban Sector is showing profits for last three years. However, Central Railway, Eastern Railway, South Eastern Railway and Southern Railway are showing continuous operational losses on Suburban Sector. The losses on Central Railway sector have shown a declining trend during the last three years, while the losses on the other railways are showing an upward trend. The Committee feel that Suburban traffic which consists of mainly factory workers, office goers etc. are playing vital role in the economic activities of the cities and industries located in the suburban areas and thus contributing to the economic development of the country deserve a better deal from the Railways. The Committee are of the view that for this the Planning Commission should consider making a separate allocation for the Suburban Railways and the suburban services may be subsidised more as is the case in several foreign countries.

Reply of the Government

It may not be desirable to have seperate budgetary allocation from Planning Commission for the suburban services. Total available funds remaining the same, the separation is likely to lead to distortions in the overall integrated development of all the segments of rail transport sector. The Committee is requested to reconsider the recommendation.

[Ministry of Railways (Railway Board) D.O. No. 94 SCR-X/Vth(SR) dt. 5.7.94]

Comments of the Committee

[Please *see* Paragraph 6 of Chapter I of the Report]

Recommendation (Para 34)

The Committee are of the opinion that the question of nodal agency which has been transferred to Urban Development Ministry should be reviewed in the light of the experience gained during the past years and if found necessary should be reverted to Ministry of Railways to cater to the needs of suburban traffic more effectively. The Study Goup do not accept Ministry of Railways argument that they do not consider it necessary to transfer the subject back to them nor the opinion that the existing arrangement is not detrimental to the commuters.

Reply of the Government

Transport demand of suburban traffic is generated on account of urbanisation of cities. Urban Development Ministry is controlling all aspects of urbanisation including land use. Therefore, Ministry of Urban Development is in the best position to plan for urbanisation taking into account the requirement of all the infrastructure, transport being only one

segment. It is also best suited to cater to the fund requirement for the transport infrastructure by way of levy from the beneficiaries of urbanisation. In view of above the Committee is requested to reconsider the suggestion.

[Ministry of Railway (Railway Board) D.O. No. 94-SCR-X/Vth (SR) dt. 5.7.94]

Comments of the Committee

[Please *see* Paragraph 9 of the Chapter I of the Report]

Recommendation (Para 38)

The Committee are unhappy to find that punctuality in running of suburban Railways is not adhered to resulting in great inconvenience to daily commuters and consequent overcrowding of suburban trains. The Committee feel that there is an urgent need to maintain time schedule of running suburban trains. The Ministry of Railways should pursue the matter with State Governments for replacing level crossings with ROBs/ RUBs so as to avoid slowing down of trains at the level crossings. At the same time the Railways should chalk out a more workable and meaningful new time table for suburban trains in consultation with commuters association, etc.

Reply of the Government

All efforts are made for running of suburban trains as per their schedules. The punctuality of Suburban trains during last two years has been as follows:—

	1992-93 (%)	1993-94 (%)
Bombay	93.4	90.6
Calcutta	95.9	96.6
Madras	99.0	98.7

The Committee has recommended chalking out of more workable and meaningful time table in consultation with commuters and associations.

The suggestions of commuters as indicated by Commuter Associations are taken into account before revision of time table, introduction of new services etc.

The Committee has recommended that the Ministry of Railways should pursue the matter with State Governments for replacing level crossings with ROBs/RUBs. The recommendation is accepted. The matter will be pursued.

[Ministry of Railways (Railway Board) D.O. No. 94-SCR-X/Vth (SR) dt 5.7.94]

Comments of the Committee

[Please *see* Paragraph 16, and 18 of Chapter I of the Report]

Recommendation (Para 40)

The Committee are of the view that there is a need for better maintenance of Suburban trains and platforms and the Railways should

give more consideration to cleanliness of railway trains and platform and to the facilities being provided to passengers. They feel that there is no effective mechanism for redressal of complaints, grievances of the commuters. The Committee suggest that a separate cell should be constituted for prompt disposal of complaints of the commuters in each of the Metropolitan Cities and suggestions of the Commuters Association may be given due consideration by the Railways.

Reply of the Government

Regular schedules have been laid down for the maintenance of the suburban trains and platforms are also maintained on a regular basis. Adequate arrangements have been made for the cleanliness of the trains and platforms. Regular inspections to monitor cleanliness are conducted by Inspectors as well as Officers. Complaint Books have been provided with ASM at the stations and with guards of the train where passengers can lodge their complaints. Officers of the Commercial Department attend to the complaints and grievances of the commuters as also others and this Cell is headed by ADRM in the Division and by AGM in the Headquarters. The Suburban Consultative Committees also have been constituted representing Suburban Passengers and other interests to redress the grievances of the Suburban Commuters. Moreover representation to the Passengers Associations is also given in the DRUCCs/ZRUCCs.

[Ministry of Railways (Railway Board) D.O. No. 94—SCR-X/Vth (SR) dt 5.7.94]

Comments of the Committee

[Please *see* Paragraph 24 of Chapter I of the Report]

Recommendation (Para 42)

During the visit of the Study Group of the Committee to Calcutta, Madrass and Bombay, they heard the views and suggestions of the MP's MLAs and local representatives. Specific suggestions/views given by them are dealt with in paras 12, 13 and 14 of the Report. The Committee consider the suggestions/views are very important and require critical examination for implementation. They would like the Ministry of Railways to examine each of these suggestions and undertake a serious study about the implementation of these suggestions *vis-a-vis* the availability of funds and try to implement them to ensure smooth running of Suburban trains giving more comforts to passengers and also ease the over-crowding suburban trains. Keeping in view the fast expansion of Suburban cities more specially Bombay suggestions given at para 14 of this Report need serious consideration for implementation.

Reply of the Government

Position on the various suggestions in para 12, 13 and 14 of the Report is as follows:

Para 12. Replies to suggestions received by the Committee during their visit to Calcutta/Howrah.

12.(i) Extension of Suburban areas upto Asansol.

Reply This recommendation is probably linked with the concept of lower fare structure for suburban area which was in vouge till 1979. The distinction in fare structure has since been eliminated. Therefore there is seemingly no advantage in extending the suburban area upto Asansol.

12(ii) On South Eastern Railway route should be extended upto Kharagpur-Midnapur-Jhargram and EMU locals to run on this route.

Reply EMU locals are running upto Midnapur-Kharagpur-Jhargram section cannot handle the existing 12′ wide EMU stock due to technical reasons. A new 10′ 3″ wide EMU stock has been designed and the trials under progress. Depending upon the success of the new stock, its availability and traffic offering, introduction will be considered.

12(iii) Construction of third line in suburban section upto Panskura-Kharagpur.

Reply The Survey report for 3rd line between Panskura-Kharagpur is under consideration.

12(iv) Bandel-Katwa electrification project to be completed as scheduled and DMU to run on Bandel-Katwa section till electrification is completed. To have full advantage this section should be double track.

Reply Electrification on Bandel-Katwa section has already been sanctioned and the work is in progress. Passenger services on this section have already been dieselised. Keeping in view the on going electrification introduction of DMU at this stage is not desirable. The train density on this section presently does not justify doubling.

12(v) Howrah-Amta line to be completed.

Reply Work on this line was frozen in 1987-88 owing to acute constraint of resources. Owing to developments in the last five years in the area, the South Eastern Railway has been asked to carry out a reappraisal of costs and traffic potential to consider resumption of work on Bargachia-Mushirhat sector of the line. Further action would be considered once the reappraisal report is available.

12(vi) Majerhat-Princepghat section to be completed.

Reply Calcutta Circular Railway from Dum Dum to Princepghat (13.5 Km) has already been completed and commissioned. Feasibility of extension of Circular Railway upto Majerhat was examined in consultation with the Calcutta Port Trust authorities, as the alignment passes through their land. Calcutta Port Trust, however, have not agreed to hand over their land, instead they desire to have elevated tracks to obviate road crossings in their custom bound area. This elevated track provision through the custom bound area for double line, excluding the cost of land, would cost around Rs. 40.2 crores at 1990-91 price level.

The proposal in this regard is under formulation and will be processed

through the Ministry of Urban Development and Planning Commission for allocation of necessary funds.

12(vii) Doubling of Habra-Bongaon Section.

Reply Doubling work on Duttapukur to Habra is already in progress. For doubling work between Habra and Bongaon, a techno-economic survey will be conducted.

12(viii) Separate track for EMU locals.

Reply Survey report for the provision of 4th line between Howrah and Panskura is under consideration. Between Howrah and Bandel, there are one Up and two Down lines. The second Down mainline is being signalled as a reversible line so that in the peak periods two up lines and two down lines are available for running of EMU and long distance traffic.

12(ix) Barasat Basirhat section to be doubled for EMUs.

Reply The suggestion has been examined. The present train density does not justify doubling.

12(x) More locals for Budge Budge and other South sections of Eastern Railway.

Reply Improvement in services will be considered depending on the availability of resources.

12(xi) Need for 4th line between Howrah and Sheoraphuli.

Reply The existing Down Main II line between Howrah and Bandel is being provided with Automatic signalling with reversible working. This arrangement would make available two lines to cater to the morning and evening peak traffic.

12(xii) Works on Howrah-Sheakhala section to be completed on priority basis.

Reply This line from Howrah to Sheakhala (17.40 km) was sanctioned in the year 1972-73 at the cost of Rs. 3.50 crores, but the same could not progress for want of funds. The traffic potential of this line was reviewed in the year 1987-88, after which the work was deleted. The Ministry proposes to carry out another review.

12(xiii) 4th line to be completed in Andul-Kharagpur section.

Reply The survey Report of Santragachi-Panskura (4th Line) and Pnaskura-Kharagpur (3rd Line) is under consideration.

12(xiv) Kharagpur to be connected with Sealdah via Dankuni and Daghnan in South Eastern Railway may be made a terminal point.

Reply Running of suburban trains between Sealdah and Kharagpur via Dankuni will require substantial improvement in the existing infrastructure. A techno-economic survey will be conducted and the investments will be planned on availability of resources. One pair of suburban service is

originating/terminating at Baghnan, Baghnan is already a terminal point for suburban service.

12(xv) Road link between Howrah-Shalimar to be completed.

Reply Construction of road link between Howrah-Shalimar is to be done by the State Government.

12(xvi) Station building should be adjoining to station platforms.

Reply The recommendation is accepted in principle.

12(xvii) Calcutta circular rail to be completed by connecting Princepghat-Majerhat at the earliest and connected with Metro Rail—LS2

Reply The sanctioned scheme of Calcutta Circular Railway from Dum Dum to Princepghat (13.5 km) has already been completed and commissioned. Feasibility of extension of Circular Railway upto Majerhat was examined in consultation with the Calcutta Port Trust authorities, as the alignment passes through the CPT land. Inspite of chasing the issue with the CPT authorities, they have not agreed to hand over their land. They desire that in their custom-bound area, elevated track should be laid to obviate road crossing. The approximate cost for provision of elevated track through custom-bound area for double line, excluding cost of land, would be Rs.40.2 crores at 1990-91 price level. The proposal in this regard is under formulation and will be processed through the Ministry of Urban Development and Planning Commission for allocation of necessary funds.

Regarding connecting Metro Railway with Circular Railway, the two alignments cross/pass each other at Rabindra Sarobar Station on Metro Railway and Tollyganj Station on Circular Railway with Metro Railway ending at Dum Dum Station. The Rabindra Sarobar Station on Metro Railway is located under ground and Tollyganj Station on surface on lm8. Circular Railway is connected by Dum Dum are adjacent and on surface but at different levels. The operating systems of Circular Railway and Metro Railway are different and incompatible. In view of the track layouts and different operating systems of Circular and Metro Railways, it is not feasible to connect the two rail links. Since the two ends of Metro Railway are approachable from Circular Railway stations at Dum Dum and Rabindra Sarobar stations, the commuters wanting to change over from Metro Railway to Circular Railway or vice versa, can do it very easily.

12(xviii) Some sections of Eastern and South Eastern Railways on the Western Bank of river Hooghly may be connected with Calcutta city through a tunnel under the river Hooghly and connected with Metro.

Reply Construction of a tunnel under the Hooghly River connecting the Calcutta Metro with the South Eastern Railway network should appropriately be planned and carried out by the Ministry of Urban Development as it is essentially a matter of development of an intra-urban transport system.

12(xix) An additional suburban train (all stoppage) to be introduced between Howarh and Bandel at least upto Sheoraphuli in the afternoon and a fourth line upto Bandel to be opened.

Reply Between 15.00 Hrs. and 14.30 a no. of suburban services are originating for Sheoraphulli and beyond distinations. Two of the trains which are terminating at Sheoraphuli originals from Howrah at 15.50 Hrs. & 16.24 Hrs. in the after noon. Eastern Railway has been asked to get in touch with the commuters to get an assesment of the specific requirement. Provision of fourth line is not considered justified at present in view of the position already explained in reply to point 12(xi) above.

12(xx) Electrification of Ranaghat-Gede section to be completed running EMU.

Reply The level of traffic on Ranaghat-Gede Section is not upto the level which would justify its electrification. However, D.M.U. push-pull services have been introduced on the section w.e.f. 30.7.94 which provides service of comparable quality.

12(xxi) An additional local for Howrah Konnepur.

Reply The recommendation is noted.

12(xxii) One halt station with ticket issuing facility in between Baidyabati and Bhadreshwar.

Reply The proposal for opening of passenger halt between Baidyabati and Dhadreswar stations was examined in the past. It was however found that operationally it is not feasible to open a halt station at the proposed site between Baidyabati and Bhadreswar stations as Baidyabat-Bhadreswar section (3.81 km) is a critical block section on a very busy electrified suburban Sheoraphuli-bandel section where provision of an additional halt would adversely affect the operation of trains. Besides its opening was also not found justified on grounds of engineering and financial consideration. Moreover, grand trunk road is passing close to the site of the proposed passenger halt where adequate road services are available to cater to the transport requirements of the local people. In the circumstances it is not feasible to agree to the proposal.

Para 13. Replies to suggestions received by the Committee during their visit to Madras.

13(i) Madras circular Railway to be introduced and completed early.

Reply Development of circular railway shall be a part of MRTS project. MRTS project are being piloted by Ministry of Urban Development, in consultation with and participation of State Government. The Committee is requested to reconsider the suggestion.

13(ii) Two more corridors may be constructed to ease over crowding.

Reply There are 4 lines between Madras Central-Pattabhiram and 3 lines between Pattabhiram-Tiruvallur. A Techno-economic Survey will be conducted for constructing 3rd and 4th lines beyond Tiruvallur and Pattabhiram and towards Arakkonam. The proposal for provision of a 3rd line between Attipattu-Basin Bridge is under survey.

13(iii) Priority be given for conversion of certain MG sector of Madras Railways to BG.

Reply The work of gauge conversion of Madras Beach-Tiruchirapalli section has been sanctioned.

13(iv) Periodic meeting with commuters association to discuss their problems regarding suburban services.

Reply The suggestion is accepted. Meetings are being held with commuters association under the fora of Suburban Railway User's Consultative Committee at Madras.

13(v) Suburban rail time table should be reviewed and adjusted to meet the need of commuters.

Reply The suggestion is accepted in principle. The commuter associations are being consulted before revision of time table and introduction of new train services.

13(vi) Suburban EMU should run on separate track other than main line.

Reply Quadruple line is available between Madras-Pattabiram on Madras-Tiruvallur section, and third line between Pattabhiram-Tiruvallur. Separate corridor for running EMU trains is available on the Madras Beach-Tambaram section. A Techno-economic survey for Provision of a third line between Attipattu-Basin Bridge is in progress.

13(vii) Automatic signalling system to be introduced to facilitate movement of EMUs.

Reply Automatic signalling system already exists in the three corridors of Madras suburban railway system.

13(viii) Frequencies of services to be increased.

Reply The suggestion is accepted in principle.

13(ix) Security in coaches to be tightened.

Reply Law and order is a State subject. The Railways will however liase with the State Government for providing maximum possible security.

Para 14. Replies to suggestion received by the Committee during their visit to Bombay.

14(i) There should be periodical meeting of DRMs/GM with the passenger associations to sort out the problems of commuters.

Reply The suggestion is accepted in principle. At the Divisional level, regular meetings are being held to discuss the problems of commuters in the Divisional Railway User's Consultative Committee and also in Suburban Railway User's Consultative Committee.

14(ii) Bombay should have an independent unit for manufacture maintenance of DC current rakes.

Reply Presently adequate manufacturing capacity for DC EMU coaches is available at the works of M/S Jessops/Calcutta (a public sector enterprise) and ICF/Madras which is a departmental unit of Ministry of Railways. With a view to developing another source, an order has been placed for 7 DC EMU coaches on M/S BEML (a public sector undertaking). These three units would be able to meet the requirements of DC EMU coaches. Sheds for repairs and maintenance of DC EMU coaches exist; at Bombay Central and at Kandivli on Western Railway while on Central Railway, the sheds are at Kurla and at Kalva. Facilities are being augumented in the shed at Kalva. Another shed for repairs and maintenance is under construction at Sanpada on Central Railway. These sheds are adequate at present for maintenance of DC EMU coaches.

14(iii) Rakes should be maintained properly.

Reply The recommendation is accepted.

14(iv) A separate cell headed by senior officer to deal with complaints/ suggestions.

Reply The recommendation is *prima-facie* accepted.

14(v) More number of corridors say upto 6 to 7 for densly populated areas.

Reply Additional corridors are under consideration.

14(vi) More number of EMU rakes to be introduced.

Reply The recommendation is accepted in principle.

14(vii) Railway timings to be reviewed and recast.

Reply Meetings are held with commuter association to know their requests before revision of time table and introduction of new services. All efforts are made to schedule the trains as per the requirements of the commuters/passengers.

14(viii) More cyclic time table to be introduced.

Reply A cyclic pattern is being introduced in the morning peak hours and from 11.30 hours to 16.45 hours in the afternoon on slow corridors only. In the morning, the cycle is 6" Andheri, 12" Borivli and 24" Bandra. Up Virar Ladies Special which is also running on slow corridor between 1m8 Borivli-Churchagate has been given one path of Andheri Cycle. In the afternoon cyclic pattern, the cycle is 6" Borivli and 24" Andheri.

14(ix) Linkages to be established in delinked places.

Reply The aspect of covering delinked places, eg. New Bombay area is under consideration.

14(x) Computerised monthly tickets be made available at intermediate stations.

Reply The recommendation is accepted in principle.

14(xi) RPF personnel to be deputed as security measures.

Reply Security of passengers is being taken care of by the Government Railway Police (GRP). The State Government shall be persued to improve the security measures.

14(xii) A lady RPF personnel may also be posted in lady's compartment.

Reply State Government will be requested to depute lady police personnel in lady's compartment for the security of ladies. RPF personnel do not have powers to deal with law and order.

14(xiii) Suburban fare should not be steeply increased because poor and common people travel by suburban rails.

Reply The issue of increase of fare has been covered in para 33.

14(xiv) Separate zone for suburban railways to be created/need to have a separate corporation or authority.

Reply Need to create a separate authority for the suburban transport services, including rail and road, is being considered.

14(xv) Over-bridges to be constructed over level crossings to avoid late running.

Reply The recommendation is accepted in principle. The proposal for eliminating the level crossings by providing Road overbridges/road underbridges is under consideration of BUTP II.

14(xvi) Old and outdated rakes/coaches to be replaced in phased manner.

Reply The recommendation is accepted in principle.

14(xvii) More special Mahila (women) train to be operated and more compartment should be reserved for lady commuters in existing trains.

Reply Requirement of running Mahila (women) train is not universal and is area specific. The need will assessed on case to case basis and action taken.

14(xviii) Local trains should also be introduced between Borivli-Virar and Borivli-Dahanu Road.

Reply 7 pairs of EMU locals have been introduced between Borivli-Virar and 2 pairs between Virar-Dadar has been introduced w.e.f. 31.3.94.

Besides 8 more EMU trains have been introduced on Western Railway w.e.f. 15.8.94 including 2 trains on Borivli-Virar section.

Introduction of EMU trains from Virar towards Dahanu Road is, however, not feasible at present due to technical difficulties as electric traction upto Virar is D.C. and beyond Virar is A.C.

The suggestion regarding diversification of traffic in the Central and Western Railways to ease the problem of commuters in Bombay:

(a) Nhava-Sheva (JNP) line (DMU)
(b) Thal-Vaisht (RCF) line (DMU)
(c) Veer/Dasgaon-Roha line upto Kurla line.
(d) Vasai-Diva line (DMU) with particular reference to Bhiwandi Road station; Bhiwandi being industrial and commercial centre near Bombay.
(e) Kariat-Khopoli line (electrification).
(f) Panvel-Karjat linkage (saving 40 Km. of distance).

Reply Nhava-Sheva, Thal-Vaisht lines are private sidings of Jawahar Lal Nehru Port and R.C.F. Dialogue will be initiated with the concerned authorities for the use of their sidings for running the passenger services. A number of issues are involved which require consideration before running of passenger services would be achieved. Each individual issue will be appraised and investments will be planned depending upon the availability of resources. Electrification of Karjat-Khopoli line is under consideration. For linking Panvel-Karjat, land acquisition is in progress 2 pairs of DMU push-pull trains have been introduced on Dombivli/Diva-Vesai Road section w.e.f. 5.9.94.

[Ministry of Railway (Railway Board) D.O. No. 94 SCR.-X/Vth (SR) dt. 5.7.94 and 94/SCR/X/12/SR) dt 17.10.94]

Comments of the Committee

[Please *see* Paragraphs 28, 30, and 31 of Chapter I of the Report]

CHAPTER V

RECOMMENDATIONS AND OBSERVATIONS IN RESPECT OF WHICH FINAL REPLY OF THE GOVERNMENT IS STILL AWAITED

-NIL-

NEW DELHI;
September, 1994
Asvin, 1916 (Saka)

SOMNATH CHATTERJEE,
Chairman,
Standing Committee on Railways.

APPENDIX I

MINUTES OF THE EIGHTH SITTING OF THE STANDING COMMITEE ON RAILWAYS (1994-95)

The Committee sat on Thursday, the 15 September, 1994 from 1600 hrs. to 1645 hrs. in Committee Room No. 'D' Parliament House Annexe, New Delhi.

PRESENT

Lok Sabha

1. Shri Somnath Chatterjee—*Chairman*
2. Shri A. R. Antulay
3. Shri G. Madegowda
4. Smt. Santosh Chowdhary
5. Shri Dileep Singh Bhuria
6. Dr. Kartikeswar Patra
7. Shri Manku Ram Sodhi
8. Shri Allola Indrakaran Reddy
9. Shri B. K. Gudadinni
10. Shri Anand Ahirwar
11. Smt. Sheela Gautam
12. Shri Phool Chand Verma
13. Shri Mangal Ram Premi
14. Shri Shrish Chandra Dikshit
15. Shri Brishin Patel
16. Smt. Girija Devi
17. Shri Basudeb Acharia
18. Shri S.S.R. Rajendra Kumar

Rajya Sabha

19. Shri Rahasbihari Barik
20. Shri Radhakishan Malaviya
21. Shri Sarada Mohanty
22. Shri Satish Pradhan
23. Shri Kailash Narain Sarang
24. Shri Ahmed Mohmedbhai Patel

SECRETARIAT

Shri S.C.Gupta—*Joint Secretary*
Shri T.R. Sharma—*Deputy Secretary*
Shri R.C. Gupta—*Under Secretary*

2. The Committee took up for consideration the following draft Reports:

(i) * * *

(ii) Draft Report on Action Taken by Government on the recommendations contained in Fifth Report of the Standing Committee on Railways (1993-94) on 'Suburban Railways.'

3. The Reports were adopted subject to the amendments/modifications shown in Annexures A* and B.

4. The Committee authorised the Chairman to finalise the Report after making consequential changes arising out of factual verification by the Ministry of Railways and to present these Reports to both the Houses of Parliament.

The Committee then adjourned

**Relates to other matters.*

ANNEXURE-B

AMENDMENTS/MODIFICATIONS MADE BY STANDING COMMITTEE ON RAILWAYS IN THE DRAFT REPORT ON ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS CONTAINED IN THE FIFTH REPORT ON 'SUBURBAN RAILWAYS'.

Pages No.	Para No.	Line	
4	9	4	*Add* after the word 'Scheme etc. 'particularly for treating the area up to a distance of 150 kms. from the city of Bombay as well as other cities as its suburb'.
6	15	2	*For* existing paragraph *substitute:* 'The Committee would like to know the exercise undertaken by the Railways in exploring the possibilities of laying more lines/opening new lines where infrastructural facilities are already available and to make optimum use of alternative routes such as (i) Bombay-Veer, (ii) Thal-Vaishat (RCF) Bombay, (iii) J.N. Port (Nhava Sheva) Bombay, (iv) Bombay-Karjat-Khopoli and (v) Bombay-Vasai-Bhiwandi coupled with immediate linking of Panvel with Karjat, thereby shortening considerably the distance between Bombay and Pune, (and beyond). They would also like to know the number of EMUs increased to ease congestion on busy sections in the three suburban cities.'
13	31	5&6	*Delete* 'The Committee would like to know the latest position in this regrad.'
13.			*Add* the following paragraph (para 32) at the end:
		32.	The Committee would like to know the date by which electrification of Karjat Khopoli line would be completed. They would also like to know in detail the efforts so far made to complete the land acquisition proceedings for linking Panvel-Karjat as the linkage shall shorten the Bombay and Pune (and beyond) route & whether any help has also been sought from the elected local representatives in this regard.

APPENDIX II

Analysis of action taken by Government on recommendations/observations contained in Fifth Report of the Standing Committee on Railways (1993-94) (Tenth Lok Sabha) on 'Suburban Railways'.

Total number of recommendations/observations 11

(i) Recommendations/observations which have been accepted by the Government.

(*Vide* recommendations/observations Paras 35, 36, 37, 39, 41)

Percentage of Total 45.5%

(ii) Recommendations/observations which the Committee do not desire to pursue in view of Government's replies.

(*Vide* recommendations/observations Para 21)

Percentage of Total 9.1%

(iii) Recommendations/observations in respect of which Government's replies have not been accepted by the Committee and which required reiteration.

(*Vide* recommendations/observations Paras 32, 34, 38, 40, 42)

Percentage of Total 45.5%

(iv) Recommendations/observations in respect of which final replies of Government are still awaited.

Nil